

our Government. We are doing everything we can to make it clear to all parties that we will work as hard as we can to stop the violence.

Thank you all very much.

NOTE: The President spoke at 2:08 p.m. in the Cabinet Room at the White House. In his remarks, he referred to former Senator George J. Mitchell, chairman, Sharm al-Sheikh Fact Finding Committee. A tape was not available for verification of the content of these remarks.

Statement on a Multilateral Initiative on Steel

June 5, 2001

This administration is committed to free trade as an engine of growth. As part of our free trade agenda, we are committed to ensuring that American industry and American workers can compete on a level playing field. That is why, today, I am announcing my intent to launch an initiative to respond to the challenges facing the U.S. steel industry. This initiative will be designed to restore market forces to world steel markets and eliminate the practices that harm our steel industry and its workers.

The U.S. steel industry has been affected by a 50-year legacy of foreign government intervention in the market and direct financial support of their steel industries. The result has been significant excess capacity, inefficient production, and a glut of steel on world markets.

My decision to pursue this initiative comes after extensive consultations by members of the Cabinet with our industry, our steelworkers, and interested Members of Congress. We have discussed the challenges facing U.S. steel manufacturers, and we understand that we have a critical stake in a healthy U.S. steel industry.

Thus, I intend to take the following steps. First, I am directing the United States Trade Representative, in cooperation with the Secretary of Commerce and Secretary of the Treasury, to initiate negotiations with our trading partners seeking the near-term elimination of inefficient excess capacity in the steel industry worldwide, in a manner consistent with applicable U.S. laws.

Second, I am directing the U.S. Trade Representative, together with the Secretaries of Commerce and the Treasury, to initiate negotiations on the rules that will govern steel trade in the future and eliminate the underlying market-distorting subsidies that led to the current conditions in the first place. Absent strict disciplines barring government support, direct or indirect, for inefficient steel-making capacity, the problems confronting the U.S. steel industry—and the steel industry worldwide—will only recur.

We see these negotiations—and the goal of restoring market forces—as being in our interest and in the interest of our trading partners and their steel industries. That is why we would like to work cooperatively with our trading partners in pursuing this initiative.

Third, I am directing the U.S. Trade Representative to request the initiation of an investigation of injury to the United States industry by the International Trade Commission under section 201 of the Trade Act of 1974. This action is consistent with our WTO obligations.

This three-part strategy, coupled with further restructuring of the U.S. industry, should help the industry meet the challenges it faces. I look forward to working together with the industry, the steelworkers, Congress, and our international trading partners in support of this important initiative.

Memorandum on Determination Under the Interstate Commerce Commission Termination Act of 1995

June 5, 2001

Memorandum for the Secretary of Transportation

Subject: Determination Under the Interstate Commerce Commission Termination Act of 1995

Section 6 of the Bus Regulatory Reform Act of 1982 imposed a moratorium on the issuance of certificates or permits to motor carriers domiciled in, or owned or controlled by, persons of a contiguous foreign country, and authorized the President to modify the moratorium. The Interstate Commerce Commission Termination Act of 1995

(ICCTA) maintained these restrictions, subject to modifications made prior to the enactment of the ICCTA, and authorized the President to make further modifications to the moratorium. The relevant provisions of the ICCTA are codified at 49 U.S.C. 13902.

The North American Free Trade Agreement (NAFTA) established a schedule for liberalizing certain restrictions on investment in truck and bus services. Pursuant to 49 U.S.C. 13902(c)(3), I have determined that the following modifications to the moratorium are consistent with obligations of the United States under NAFTA and with U.S. transportation policy, and that the moratorium shall be modified accordingly. First, enterprises domiciled in the United States that are owned or controlled by persons of Mexico will be allowed to obtain operating authority to provide truck services for the transportation of international cargo between points in the United States. Second, enterprises domiciled in the United States that are owned or controlled by persons of Mexico will be allowed to obtain operating authority to provide bus services between points in the United States. These modifications shall be effective today.

Pursuant to 49 U.S.C. 13902(c)(5), I have determined that expeditious action is required to implement these modifications to the moratorium. Effective today, the Department of Transportation will accept and expeditiously process applications, submitted by enterprises domiciled in the United States that are owned or controlled by persons of Mexico, to obtain operating authority to provide truck services for the transportation of international cargo between points in the United States or to provide bus services between points in the United States.

Motor carriers domiciled in the United States that are owned or controlled by persons of Mexico will be subject to the same Federal and State regulations and procedures that apply to all other U.S. carriers. These include safety regulations, such as drug and alcohol testing; insurance requirements; taxes and fees; and all other applicable laws and regulations, including those administered by the U.S. Customs Service, the Immigration and Naturalization Service, and the Department of Labor.

This memorandum shall be published in the *Federal Register*.

George W. Bush

[Filed with the Office of the Federal Register, 12:27 p.m., June 6, 2001]

NOTE: This memorandum was released by the Office of the Press Secretary on June 6, and it was published in the *Federal Register* on June 7.

Remarks at the Dedication of the National D-Day Memorial in Bedford, Virginia

June 6, 2001

Thank you all very much. At ease, and be seated. Thank you for that warm welcome.

Governor Gilmore, thank you so very much for your friendship and your leadership here in the Commonwealth of Virginia. Lieutenant Governor Hager and Attorney General Earley, thank you, as well, for your hospitality.

I'm honored to be traveling today with Secretary Principi, Veterans Affairs Department. I'm honored to be traveling today with two fantastic United States Senators from the Commonwealth of Virginia: Senator Warner and Senator Allen. Congressman Goode and Goodlatte are here, as well. Thank you for your presence. The Ambassador from France—it's a pleasure to see him, and thank you for your kind words. Delegate Putney, Chaplain Sessions, Bob Slaughter, Richard Burrow, distinguished guests, and my fellow Americans. I'm honored to be here today to dedicate this memorial. And this is a proud day for the people of Virginia and for the people of the United States. I'm honored to share it with you, on behalf of millions of Americans.

We have many World War II and D-day veterans with us today, and we're honored by your presence. We appreciate your example, and thank you for coming. And let it be recorded, we're joined by one of the most distinguished of them all, a man who arrived at Normandy by glider with the 82d Airborne Division, a man who serves America to this very hour. Please welcome Maj. Gen. Strom Thurmond. [Applause]